













## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, July 20, at daylight.  
Belge (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Aug. 17, at daylight.  
Oceania (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 5, at daylight.

THE Steamship GAELIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TOMORROW, the 20th July, at daylight, connection being made at Yokohama with steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, July 10, 1893. 1185

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, July 27, at daylight.  
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, August 8, at daylight.  
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 26, at daylight.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 27th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE PACIFIC, and may travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in Bonded Packages, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, July 12, 1893. 1222

## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ALLEN,

SUZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN &amp; HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA &amp; BALTIC PORTS;

Also,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON &amp; SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LOGGERS.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON MONDAY, the 24th day of July,

1893, at 3 p.m. the Company's S.S.

BRATISLAVA, Captain D. KON-

STANKE, with MAILS, PASSENGERS,

SPEOPLE, and CARGO, will leave this port

as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till

noon, on Saturday, the 22nd instant, and

Cargo and Specie will be received at the

Agency's Office until noon on SUNDAY,

the 23rd instant. Contents of Packages are

required. No Parcel Receipts will be

signed at less than \$2, and Parcels should

not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

For further Particulars, apply to

MELOHERS &amp; Co.,

Agents.

Hongkong, July 3, 1893. 1166

## NOTICE.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

## PAQUEBOTS POSTE FRANÇAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX;

Also

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 26th July,

1893, at noon, the Company's S.S.

CALIPSO, Captain J. P. LAFITTE,

with MAILS, PASSENGERS, SPEOPLE,

and CARGO, will leave this port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and

accepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted till

noon.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 26th July 1893. (Parcels are not

to be sent on board; they must be left at

the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPELUX,

Agent.

Hongkong, July 12, 1893. 1223

## NORTHERN PACIFIC STEAMSHIP

## AND RAILROAD COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

City of Peking THURSDAY August 8.

Victoria THURSDAY August 29.

Tacoma THURSDAY Sept. 28.

Albatross THURSDAY Oct. 19.

Albatross THURSDAY Nov. 9.

Albatross THURSDAY Dec. 12.

THE Steamship MOGUL, Capt. GORDON,

sailing at noon, on TUESDAY,

the 8th August, will proceed to VICTORIA,

B.C., and TACOMA, via SHANGHAI,

INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,

Pacific Coast Ports, and to Canadian and

United States Ports.

Consular Invoices of Goods for United

States Points should be in quadruplicate;

and one copy must be sent forward by the

steamer to the care of The General Agent

## Intimations.

## THE MIKE COAL MINING

## COMPANY.

THE MIKE COAL is a bituminous

Coal of dark reddish colour. For

Steam purposes, it has been pronounced to

be the BEST and the MOST ECONOMICAL of

ALL THE JAPANESE COALS.

Its export is increasing yearly, and the

opinions expressed by several of the

LARGEST REGULAR CONSUMERS are in testi-

mony of the EXCELLENT QUALITIES of this

COAL.

Attention is called to the following

ADVANTAGES to Shipowners and Captains,

who Coal their Supplies direct from the

Undersigned:

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

Best of weight, etc., etc.

MITSUBISHI KAISHA,

Sole Agents.

Hongkong, October 4, 1892. 1214

## PRIVATE BOARD &amp; RESIDENCE.

MRS. FALCONER has VACANCIES

for RESIDENT BOARDERS, at Kow-

loon, Victoria Wharf.

Hongkong, March 4, 1893. 244

## CANADIAN PACIFIC RAILWAY COMPANY'S

## ROYAL MAIL STEAMSHIP LINE.

1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, 6,000 Tons, WEDNESDAY, 26th July.

EMPEROR OF CHINA, 6,000 do, WEDNESDAY, 16th August.

EMPEROR OF INDIA, 6,000 do, WEDNESDAY, 6th September.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN,

and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other

Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also

through to Great Britain and the Continent of Europe at current rates, with passengers'

choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of

re-embarking at Vancouver.

Special Rates (first class only) are granted to Missionaries, members of the Naval,

Military, Diplomatic and Civil Services, and to European officials in service of China or

Japan.

EXCURSIONS TO JAPAN.—During the Summer months, sea trips can be

made from Hongkong to Kobe and back, occupying 13 to 14 days. Return rate \$75.00.

The Canadian Pacific Railway is the only Trans-continental Line extending from the

Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through-

out without change. The Dining Cars and Mountain Hotels on the Route are owned by

the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably

heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent.

Hongkong, July 5, 1893. 1170

## SHARE LIST.—QUOTATIONS.—JULY 19, 1893.

Stocks.

No. of Shares.

Value.

Paid-up.

Closing Quotations.

Cash.

Hongkong and Shanghai Bank Corp. 80,000 125 all 100 % prem., sales &amp; sellers.

Bank of China, Japan and Straits, Ltd. 80,375 10 1/2 115 50 cents, sellers.

National Bank of China, Limited. 11,250 1 1/2 120, sellers.

Canton Insurance Office Co., Ltd. 10,000 250 50 \$112, sellers.

China Traders' Insurance Co., Ltd. 24,000 63 3/4 25 3/4, sales.

North-China Insurance Co., Ltd. 5,000 10 1/2 50 1/2, buyers.

Straits Insurance Co., Ltd. 80,000 10 1/2 20 1/2, buyers.

Union Insurance Society Co., Ltd. 10,000 250 20 1/2, sellers.

Yangtze Insurance Association, Ltd. 8,000 100 50 \$94.

China Fire Insurance Co., Ltd. 30,000 10 1/2 20 3/4, sales and sellers.

Shanghai Fire Insurance Co., Ltd. 20,000 10 1/2 20 3/4, buyers.

Straits Fire Insurance Co., Ltd. 20,000 10 1/2 20 3/4, buyers.

H'kong &amp; Whampoa Dock Co., Ltd. 12,500 125 all 70 % prem.

China and Manila S. S. Co., Ltd. 5,000 50 all 82 1/2.

Douglas Steamship Co., Limited. 20,000 50 all 82 1/2.

H. K. C. and M. Steamship Co., Ltd. 30,000 2 1/2 all 82 1/2.

Indo-China S. S. Company, Limited. 30,000 10 1/2 41 1/2, sales.

Steam Launch Company, Limited. 2,000 5 1/2 30, sales.

China Mutual S. S. Co. 20,000 10 1/2 41 1/2, nom.

Do. (new issue). 20,000 10 1/2 41 1/2.

China Sugar Company, Limited. 15,000 100 all 85 1/2, sales &amp; sellers, ex

H'kong &amp; Whampoa Dock Co., Ltd. 12,500 100 all 85 1/2, sales &amp; sellers, ex

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## Merchant Vessels in Hongkong Harbour.

Exclusives of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the